

Shared Streets

Why



Background

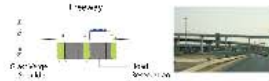


Examples

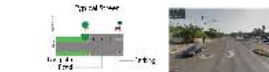


Downtown

Freeway



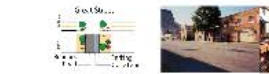
Typical



Complete



Great

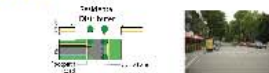


Shared

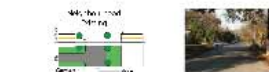


Neighborhood

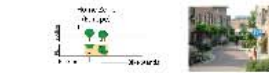
Distributor



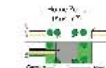
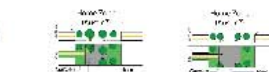
Typical



Whoonerf



Home Zone

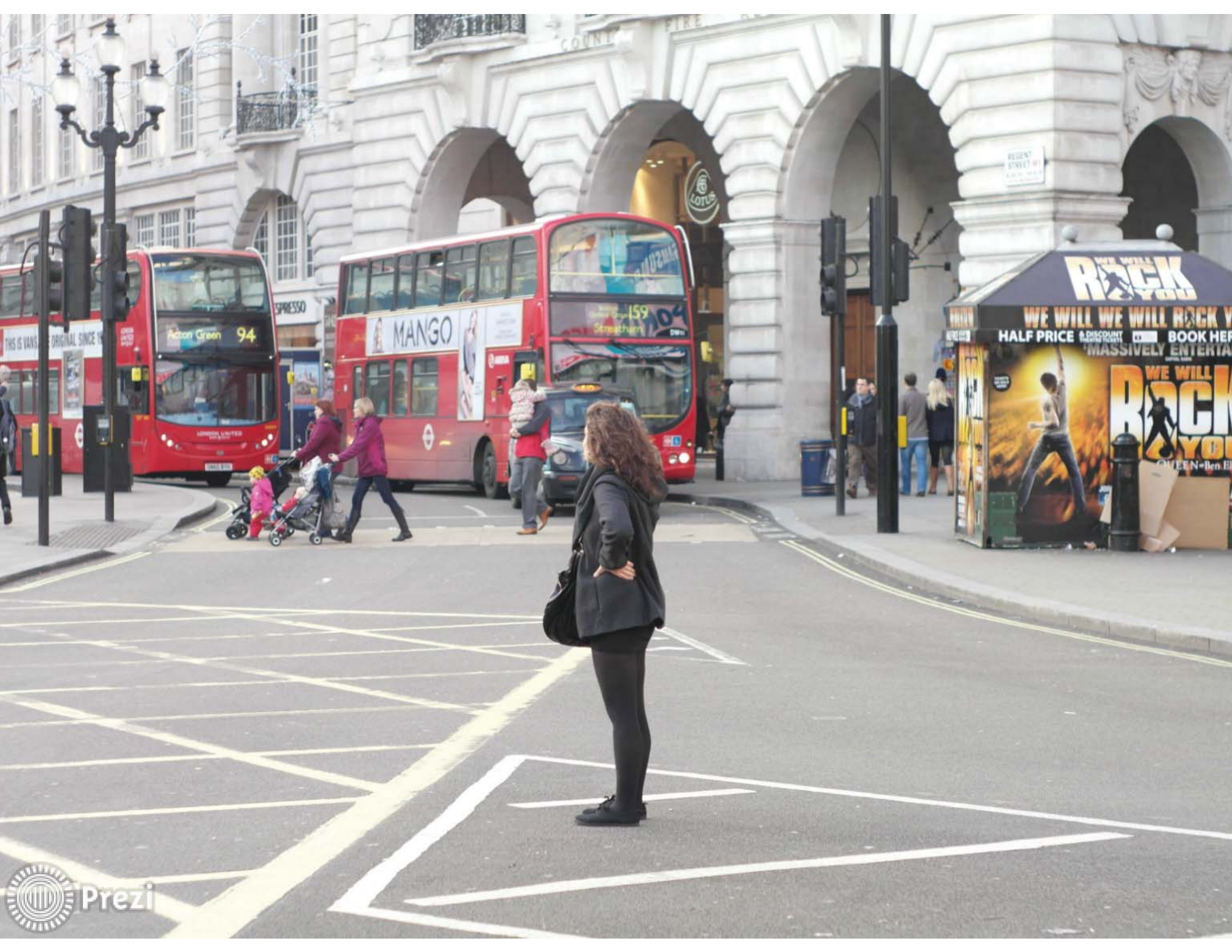


Shared Streets



**SHARE
THE
ROAD**

STR





PEDESTRIANS



AAATE
NTIO
NWH
ORE!

Please take care
crossing the road

TOWER HAMLETS
Customer Services



Prezi

Pedestrians do not have Priority

**PEDESTRIANS
PROHIBITED**

Background

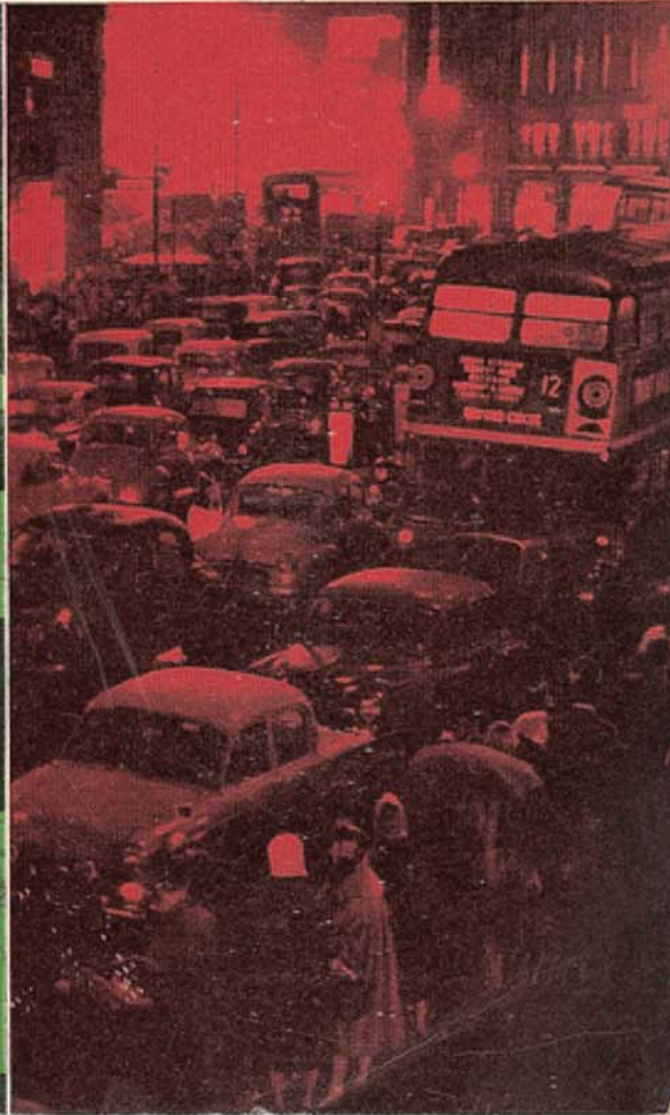
10'6



a Penguin Special

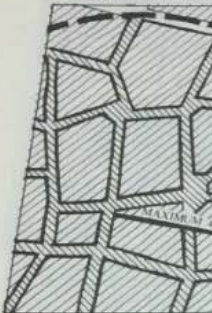
Traffic in Towns

The specially shortened edition
of the Buchanan Report

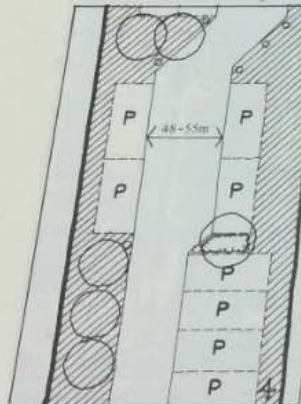


4.9: Shared

In some situations - more
for the space to be shared



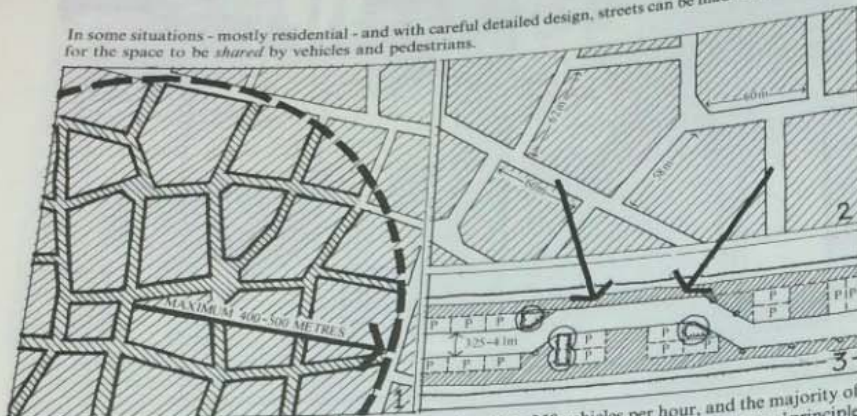
The shared street is only possible
if the traffic has its destination
should be more than 500 metres
directional changes every 50 metres
additional changes in direction
area, to reduce vehicle speeds



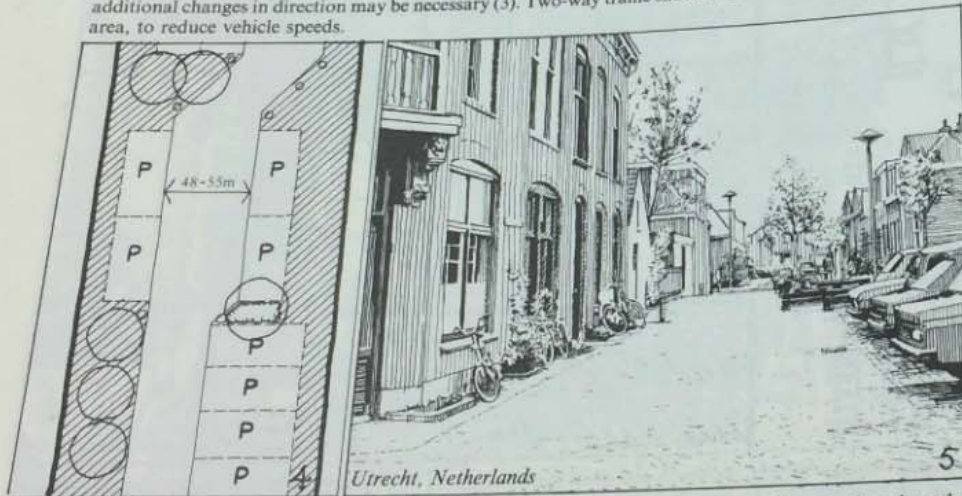
The road section should be kept narrow
other way round. Adequate parking
should be of right-angle form: this does
when cars are absent (5).

4.9: Shared street spaces

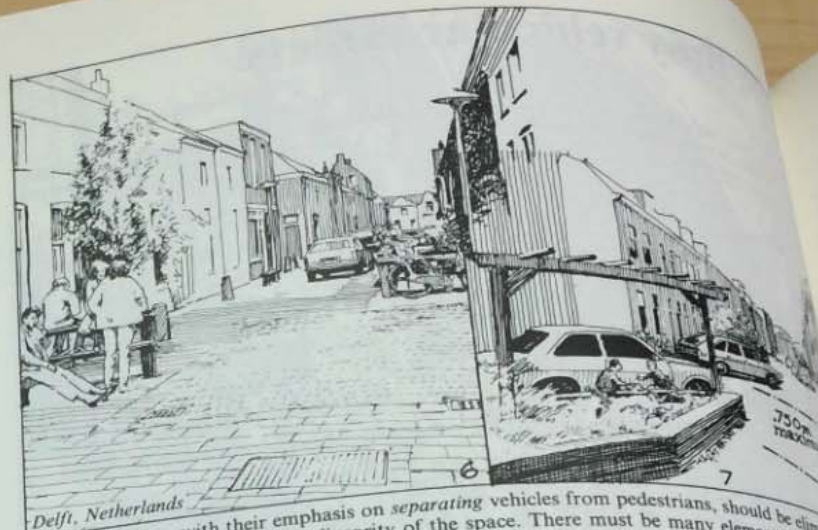
In some situations - mostly residential - and with careful detailed design, streets can be made robust enough for the space to be shared by vehicles and pedestrians.



The shared street is only possible where traffic flows are less than 250 vehicles per hour, and the majority of the traffic has its destination within the area itself. No area of streets designed on the 'shared space' principle should be more than 500 metres from a 'normal' vehicular street (1). Each street in the area should have directional changes every 50 to 60 metres; the small-block structure advocated in Chapter 1 is ideal (2), but additional changes in direction may be necessary (3). Two-way traffic should be encouraged throughout the area, to reduce vehicle speeds.



The road section should be kept narrow (4), with occasional widening for passing places, rather than the other way round. Adequate parking for residents and visitors must be provided, and on-street parking should be of right-angle form: this demands greater attention from drivers, and provides better play spaces when cars are absent (5).



Delft, Netherlands

Kerb distinctions, with their emphasis on separating vehicles from pedestrians, should be eliminated. They should be replaced by paving to reduce the linearity of the space. There must be many elements to reduce vehicle speeds, but, rather than arbitrary devices, it is important that these are seen by drivers as giving advantages to other users of the area: trees, children's play equipment or parked cars (6). But it is important that drivers can see children: raised obstructions should be lower than 750 mm (7).



Utrecht, Netherlands 8

The design ideas outlined above are all used in the 'woonerf' streets now common in the Netherlands. They may sometimes conflict with traffic regulations elsewhere, but they illustrate what is functionally practicable when regulations can be relaxed (8)¹³.

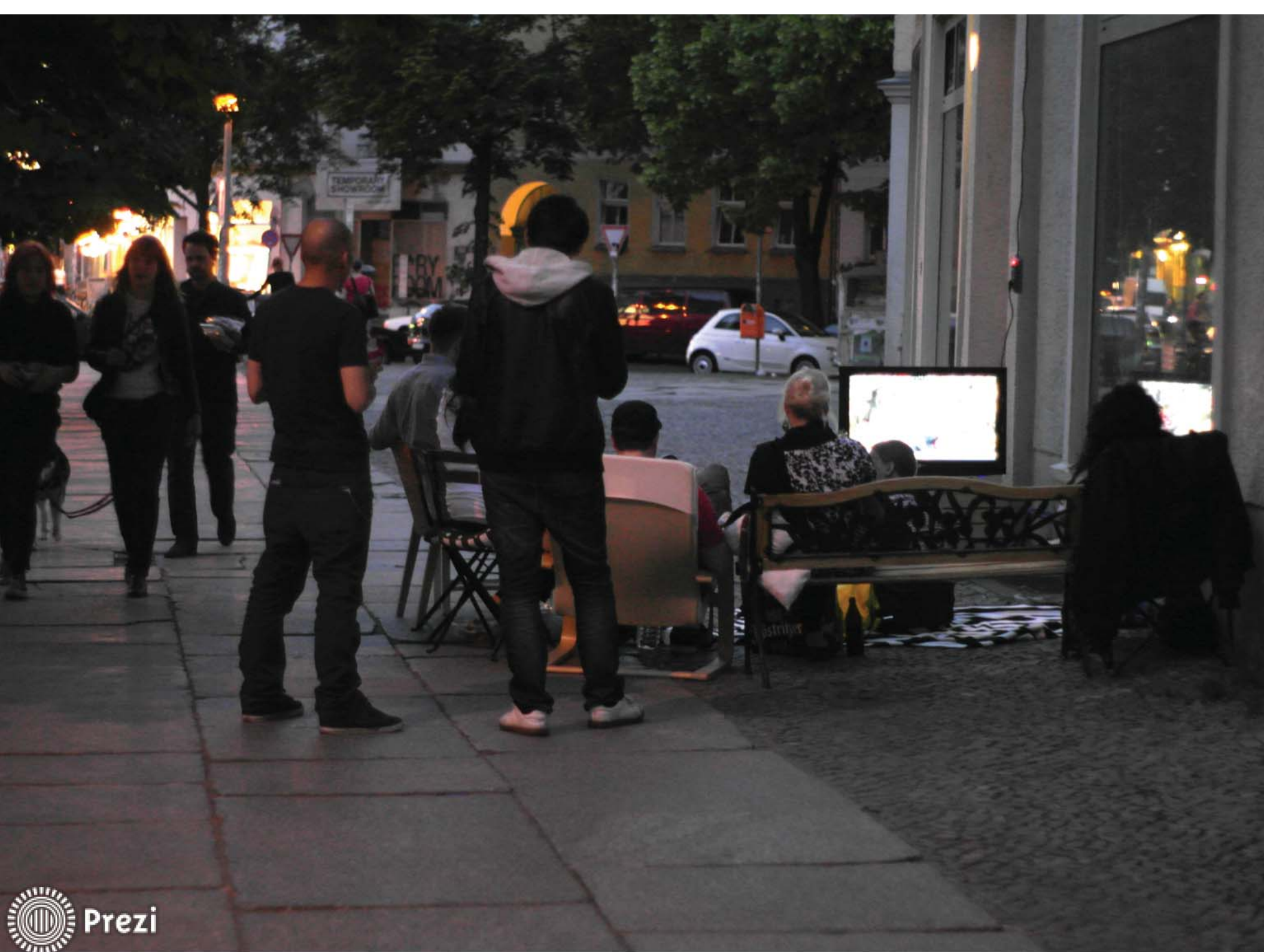
4.10: P...

Only exclude veh...
if the vehic...
if there is a...



Barns...

Where...
Wider...
should...
on bo...
pede...
posi...







बुद्धि साड़ीज
वैवाहिक साड़ियाँ, लहंगा चुनी

Save up to 20%
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TRAVEL AGENT
INTERNET BEAUTY PARLOUR
ब्यूटिफिकेशन सेंटर

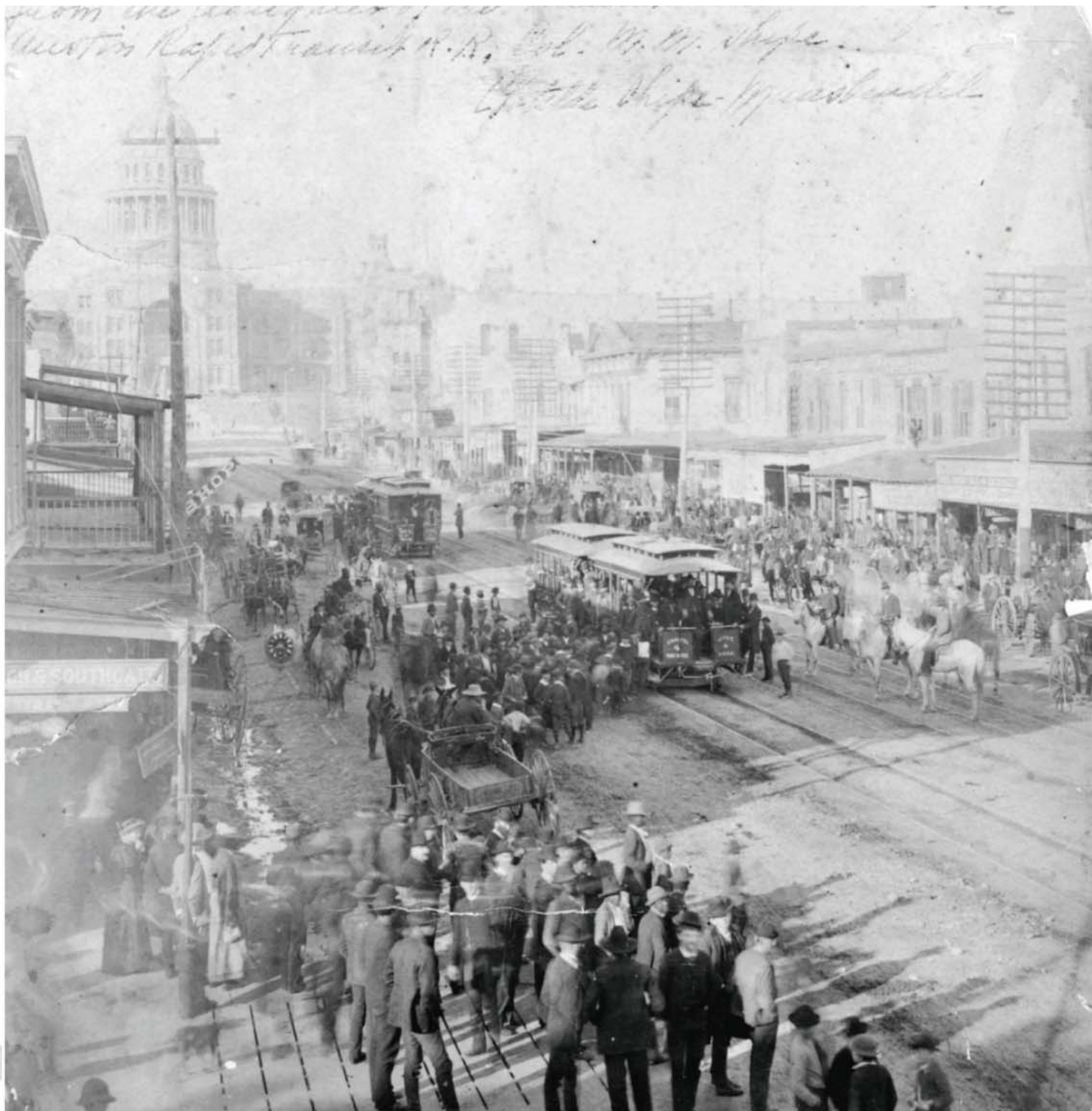
फैशन बाजार
पुष्पा लाल

LUCKNOW CHIKAN GHAR
KURTA-PAYAMA, LADIES SUIT, SHIRT, KIDS
फैशन बाजार

SAHU TEA







from the collection of the
Union Rapid Transit R.R. Co. Mr. M. Shippe
L. H. Shippe - Marshfield

Examples

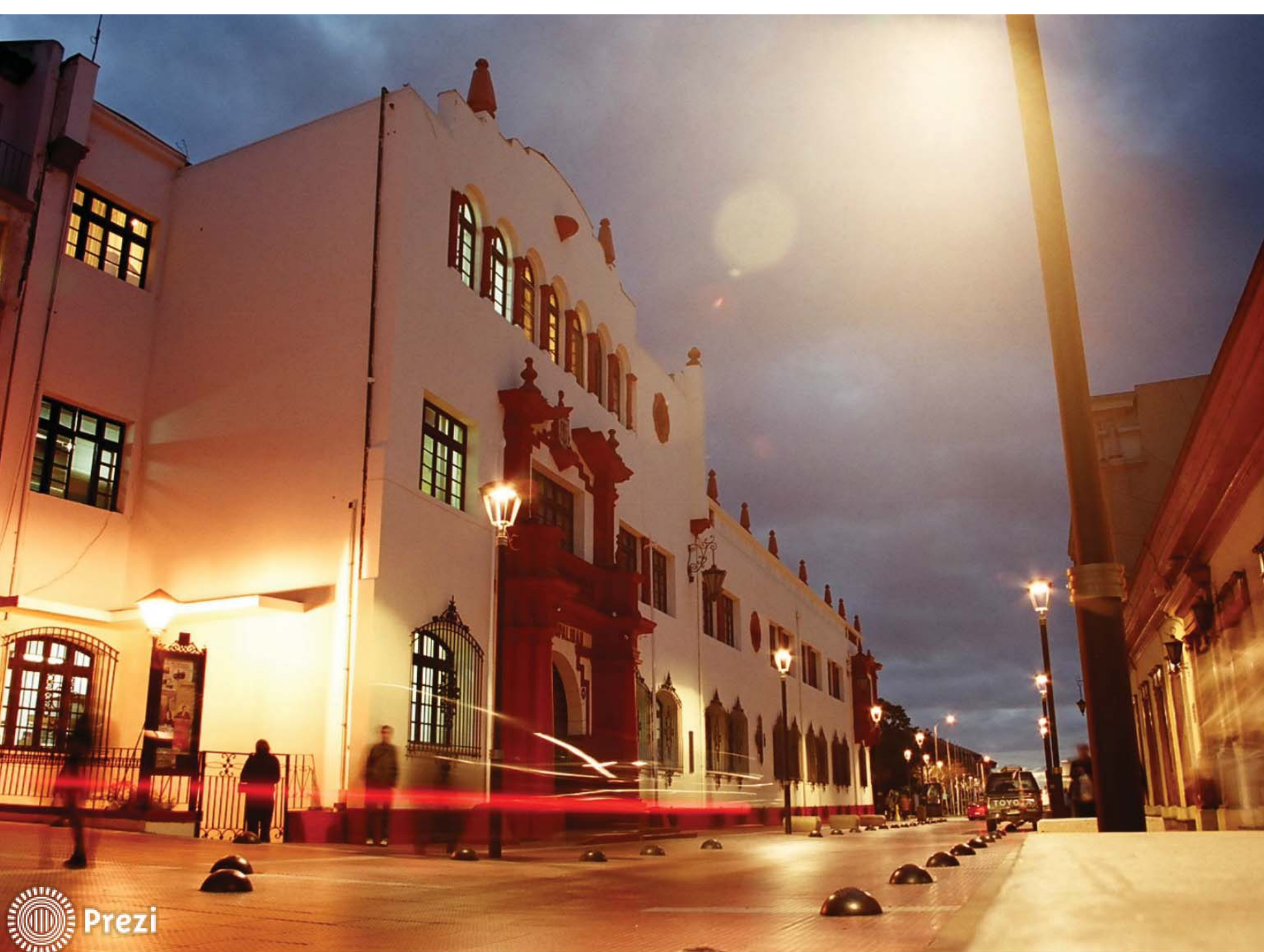






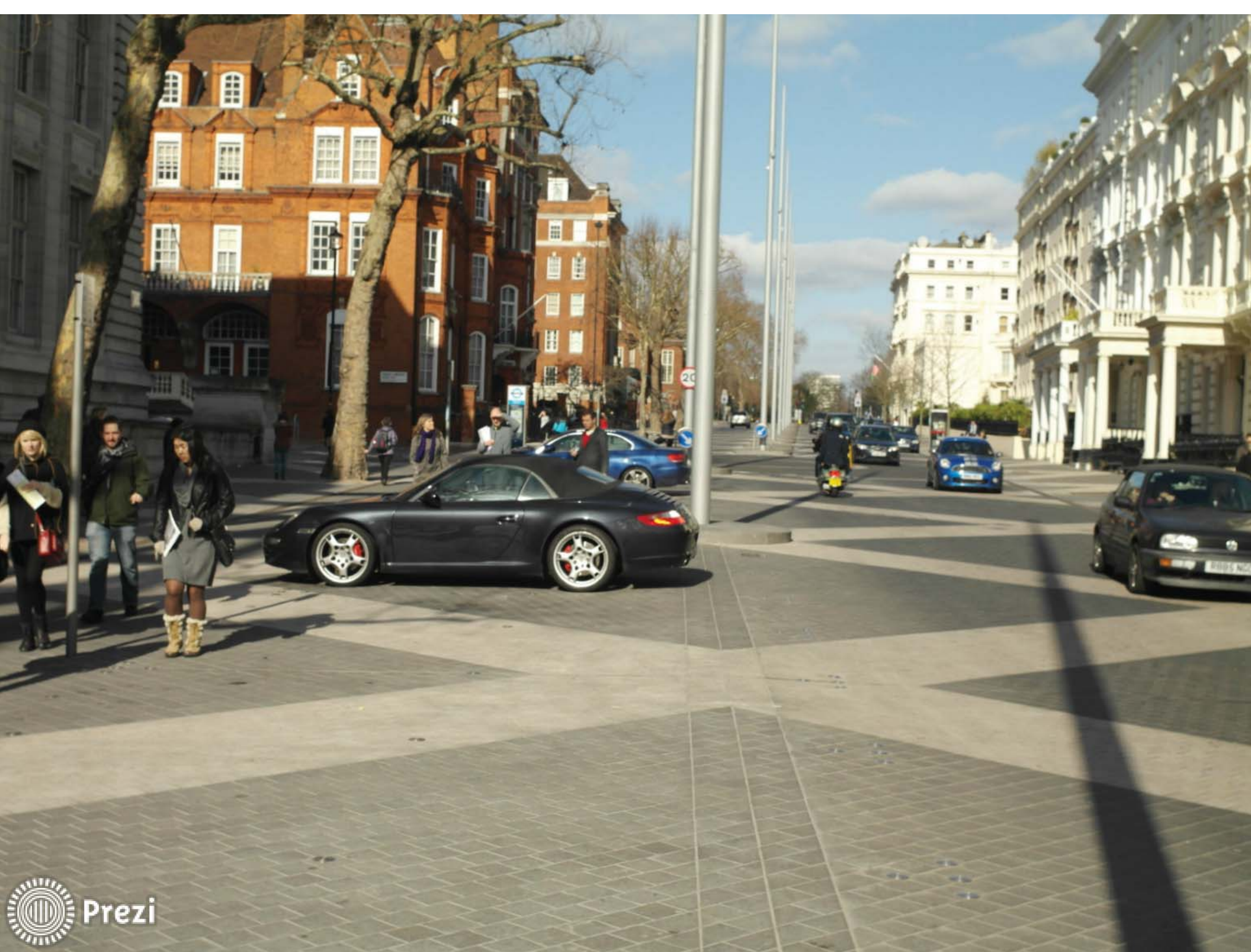












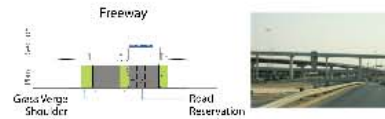




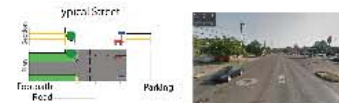


Downtown

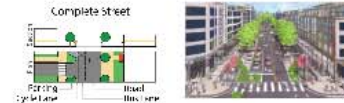
Freeway



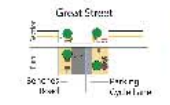
Typical



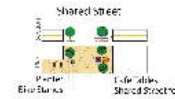
Complete



Great

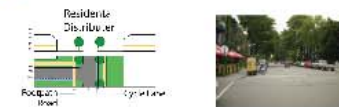


Shared

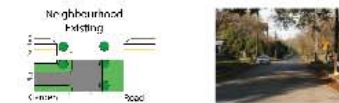


Neighborhood

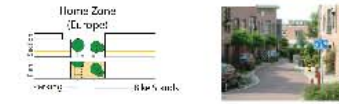
Distributor



Typical



Whoonerf



Home Zone



Examples

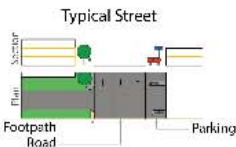


Downtown

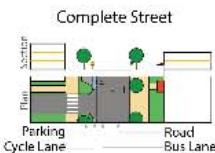
Freeway



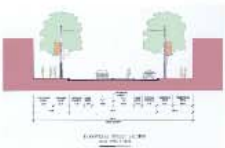
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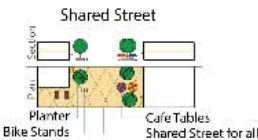
Complete



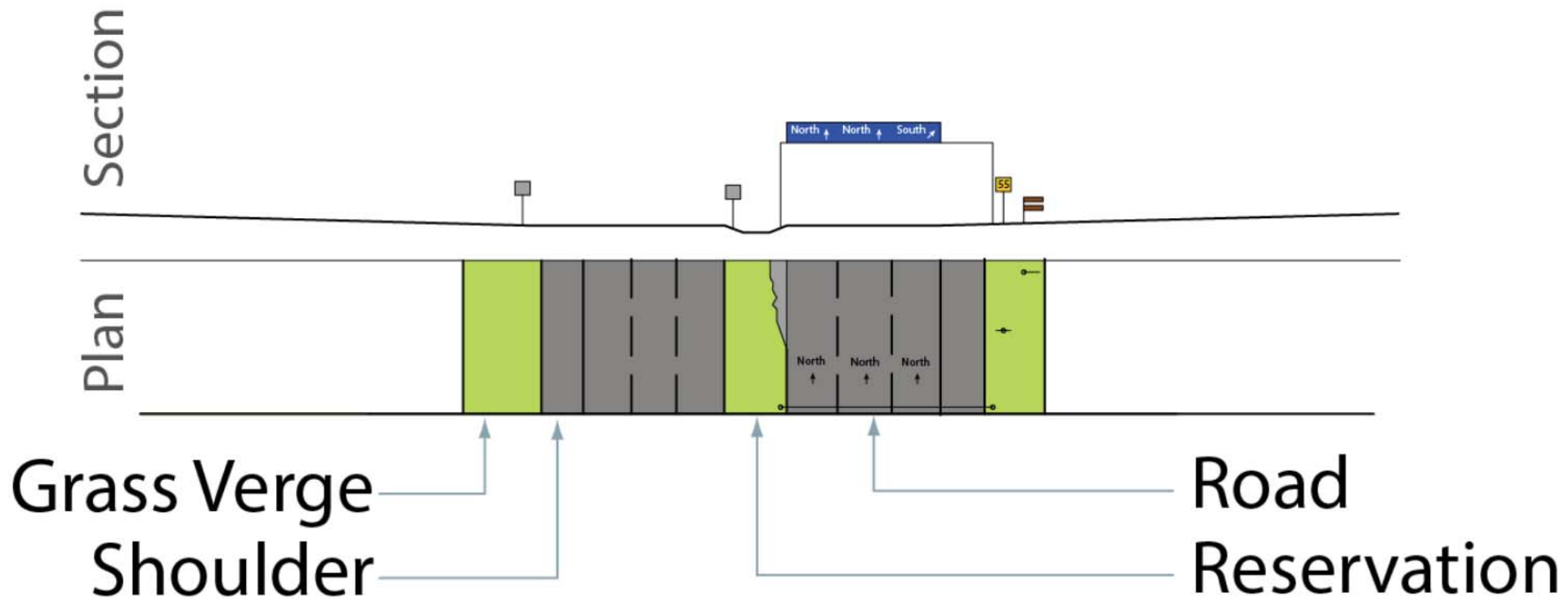
Great



Shared



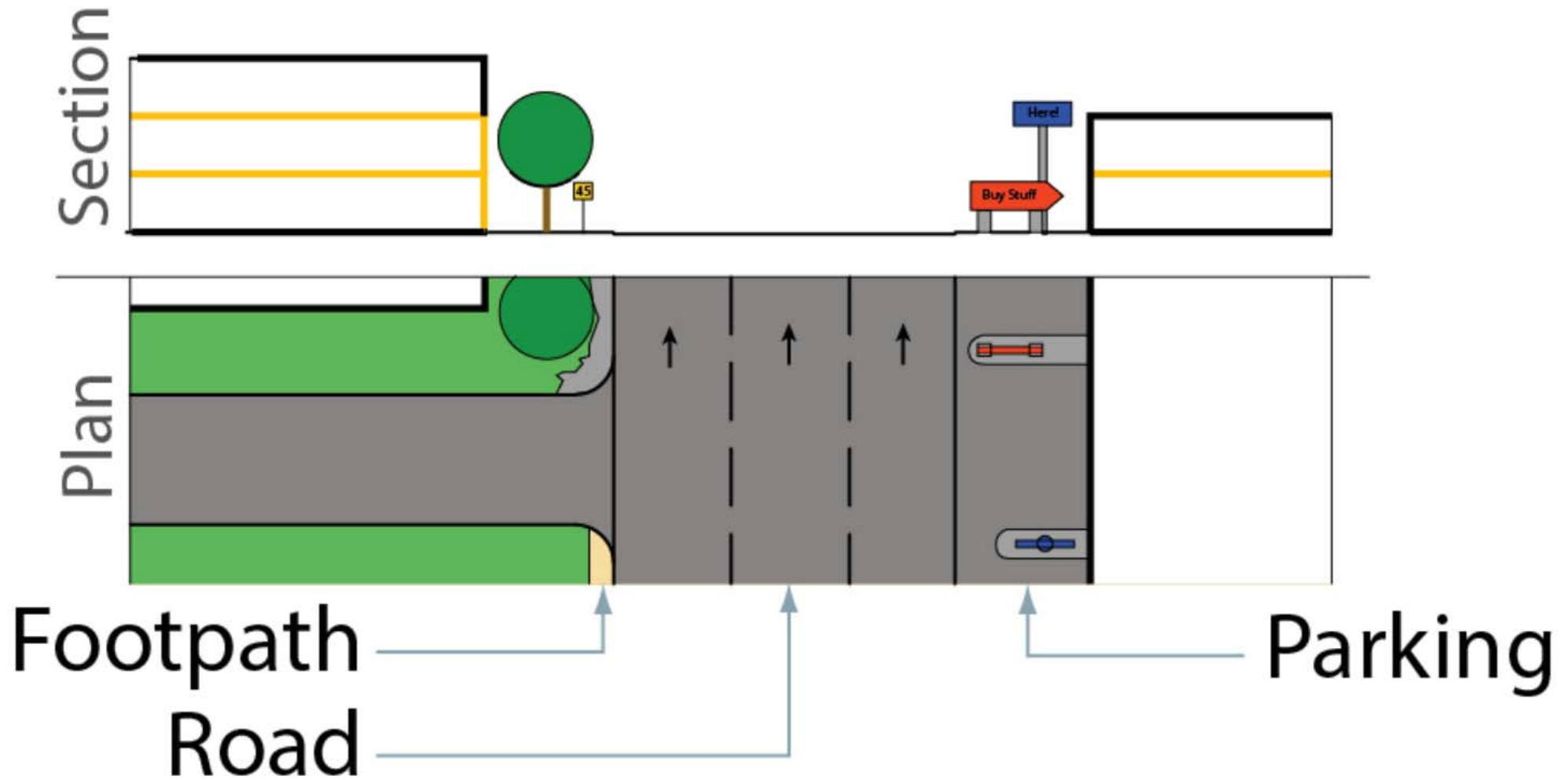
Freeway



Typical Street



Typical Street



Shoal Creek Saloon

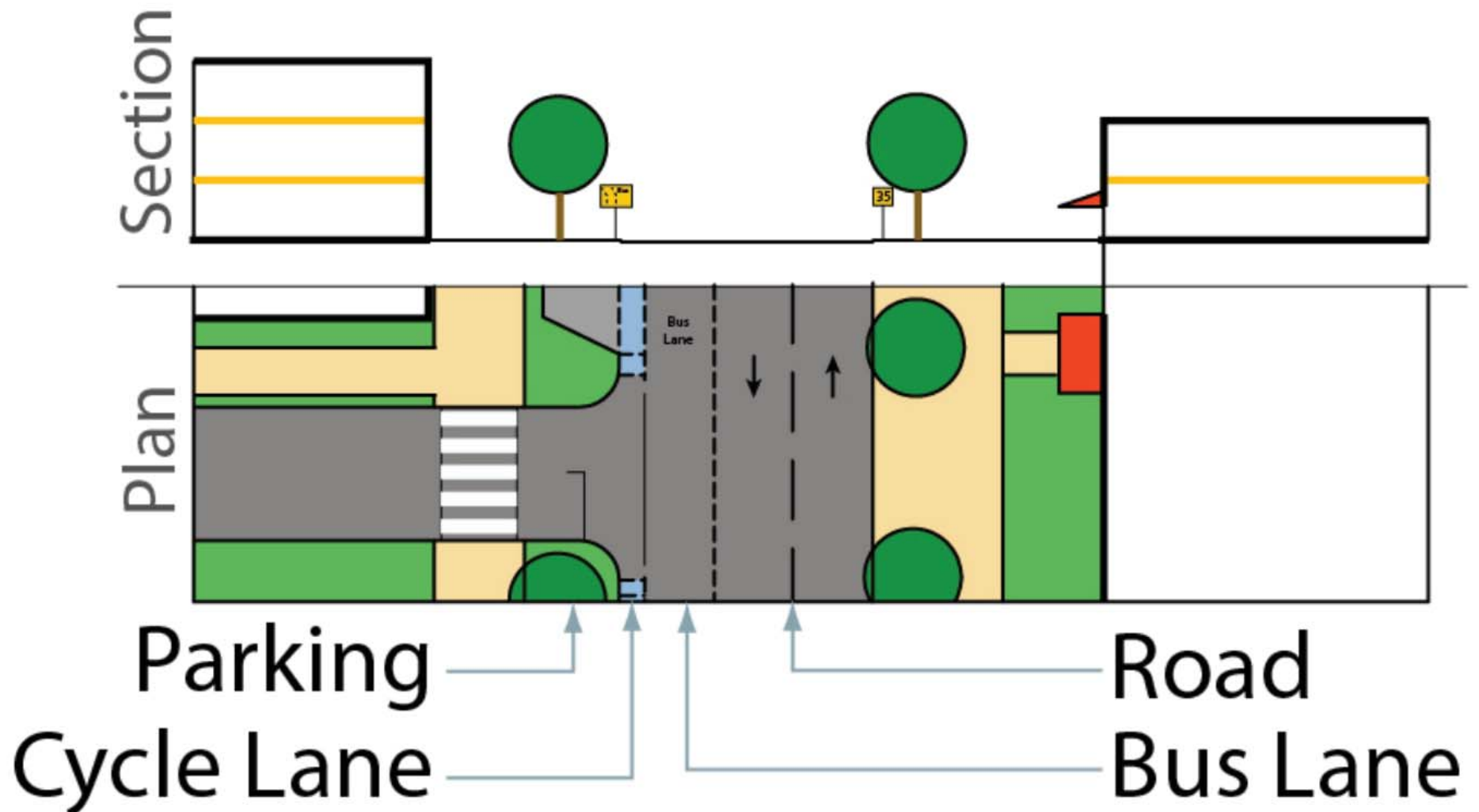
942 N Lamar Blvd

Austin, Texas

Street View - Jul 2013

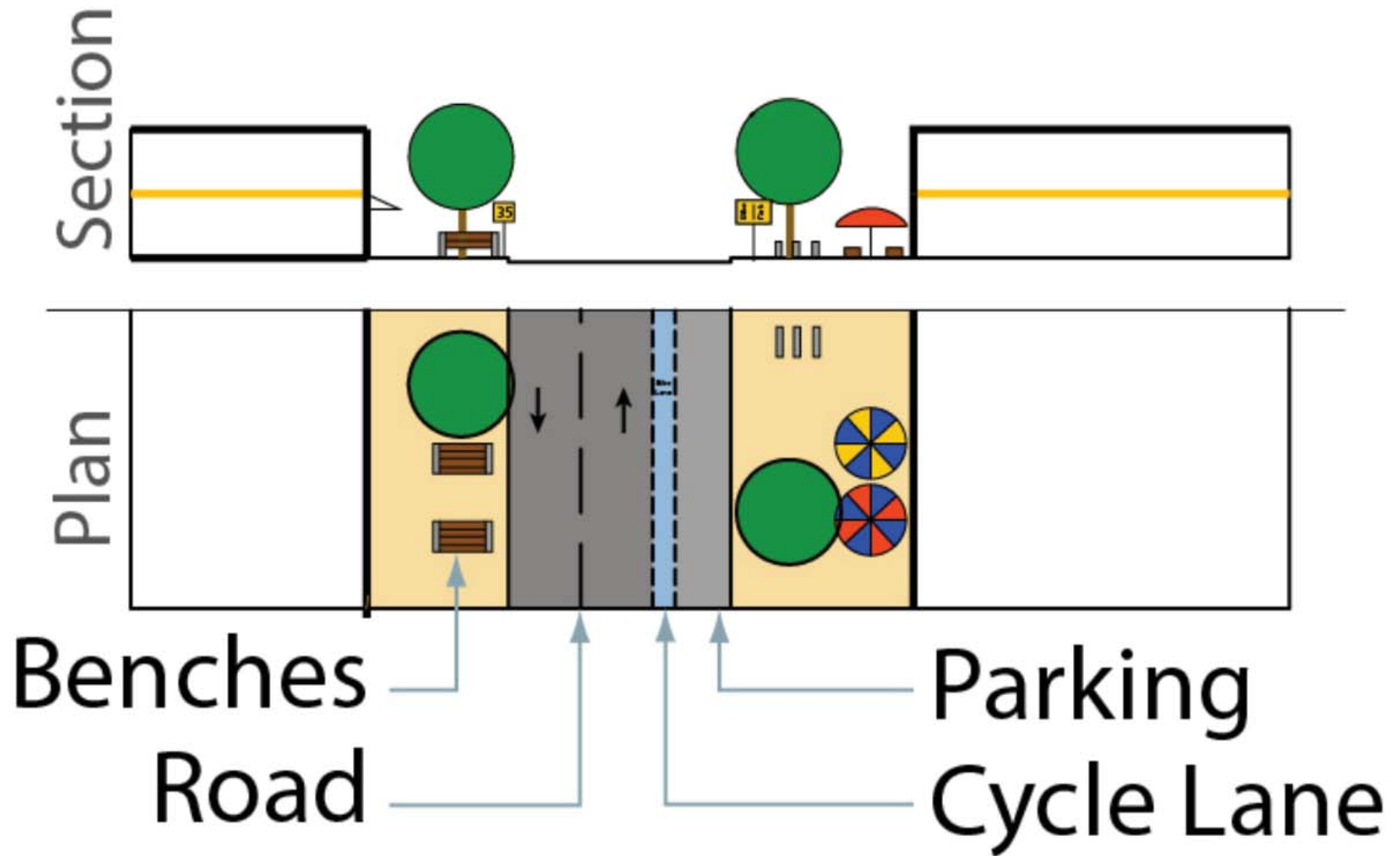


Complete Street

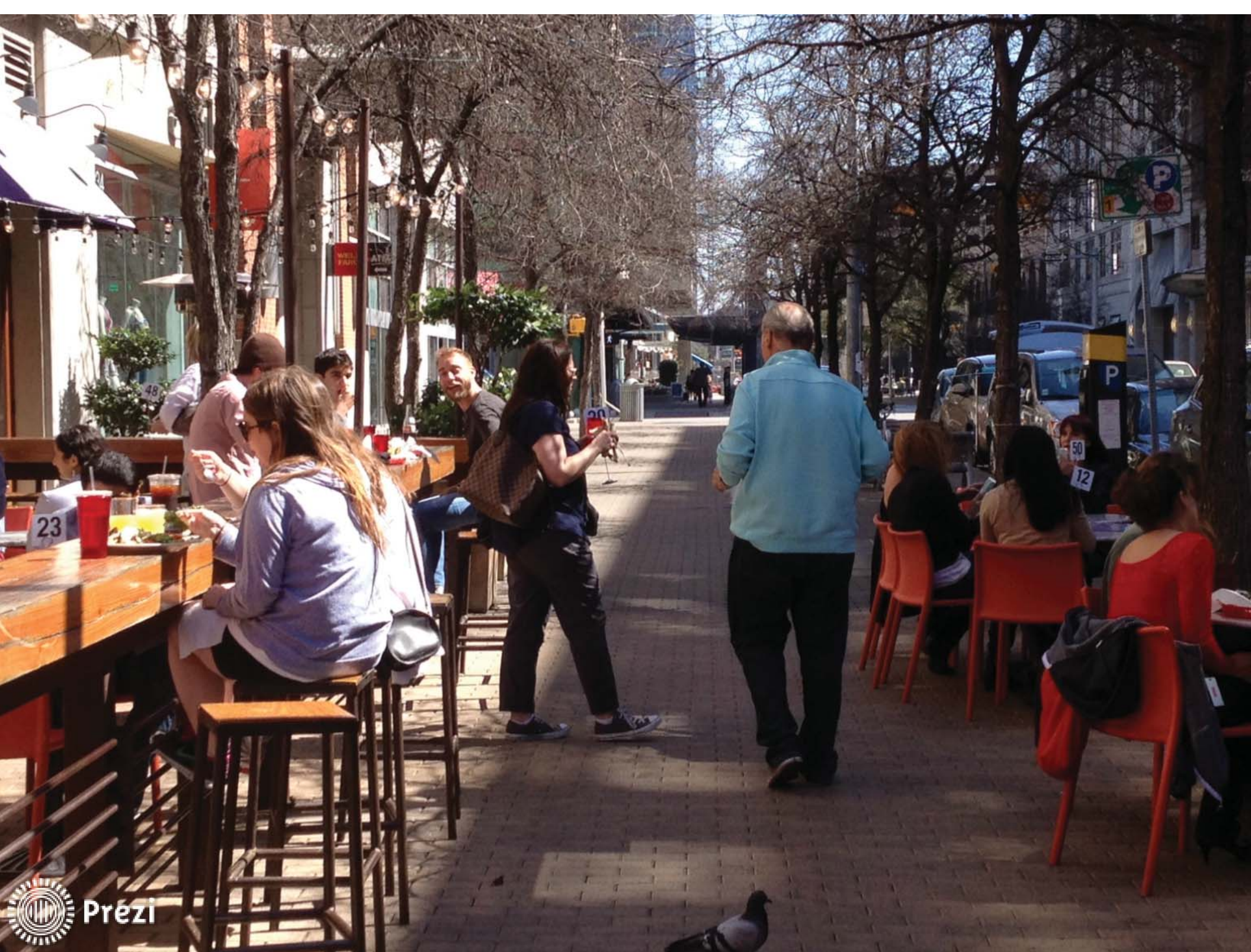


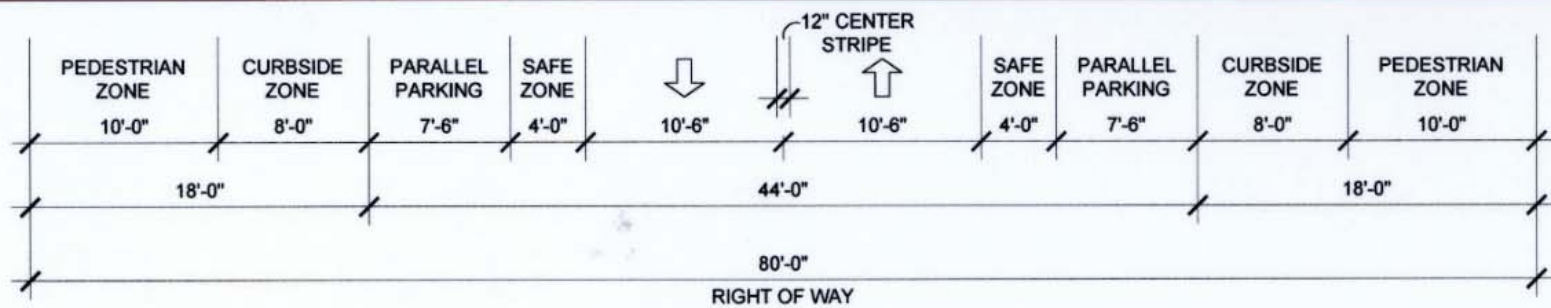


Great Street

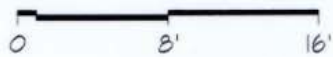


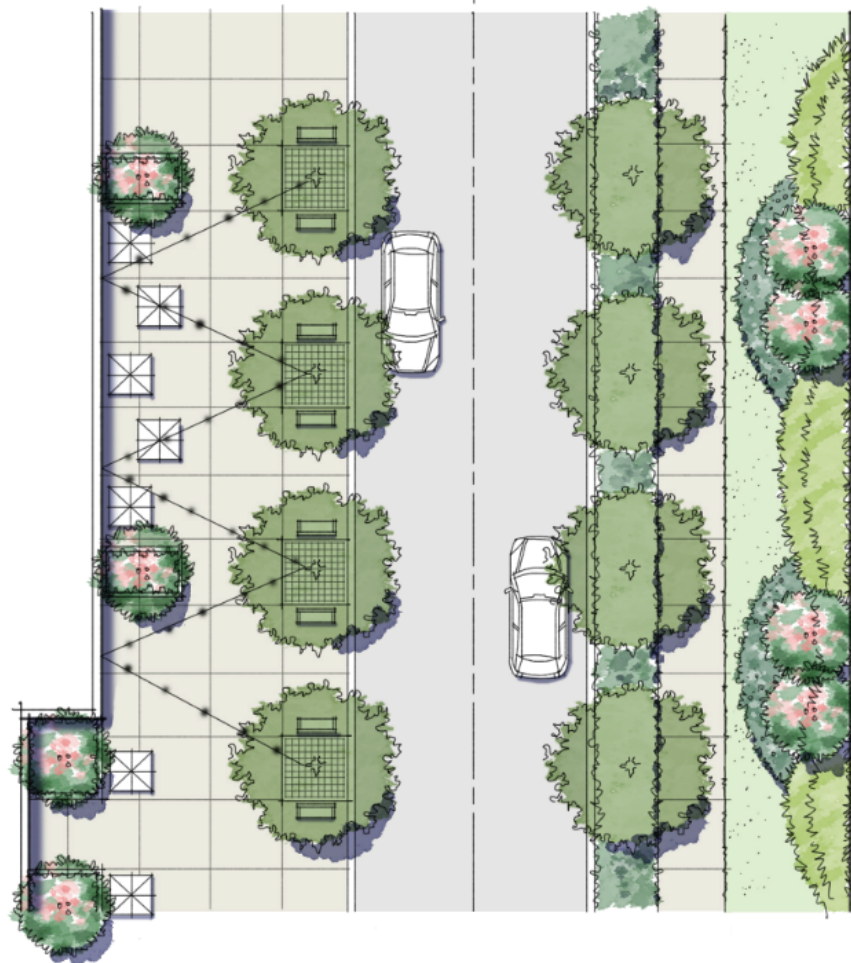






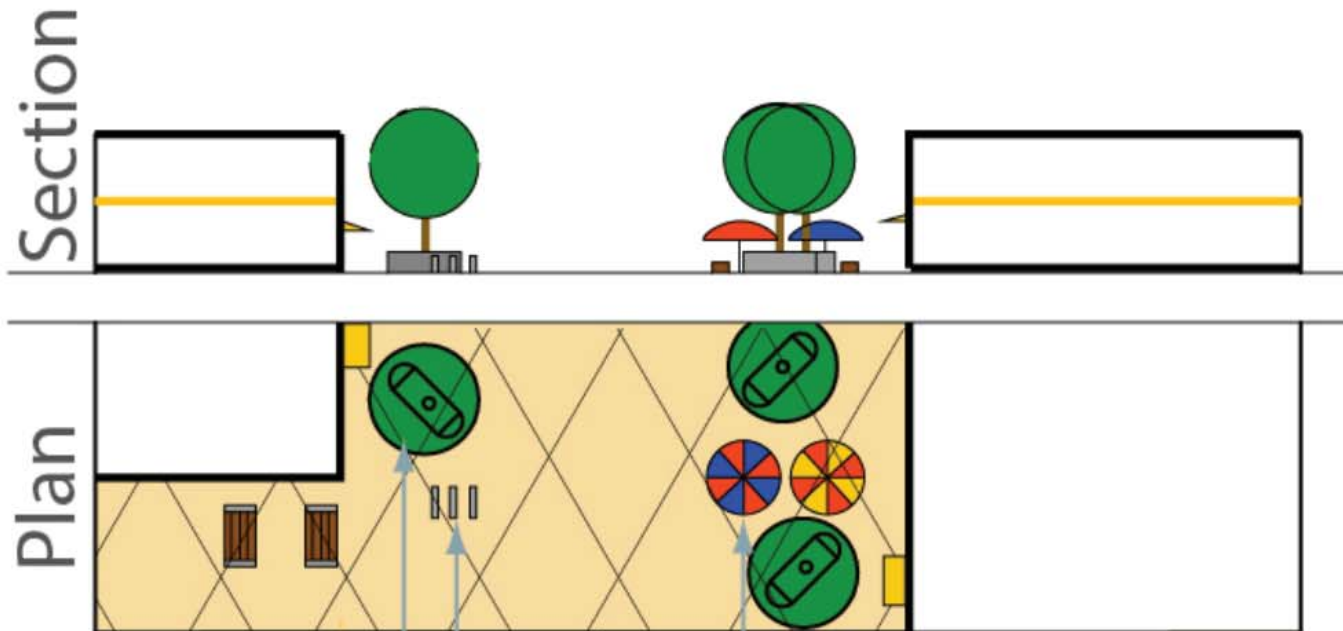
TRANSVERSE STREET SECTION
MIXED MODE STREET





Render by TBG

Shared Street



Section

Plan

Planter

Bike Stands

Cafe Tables

Shared Street for all



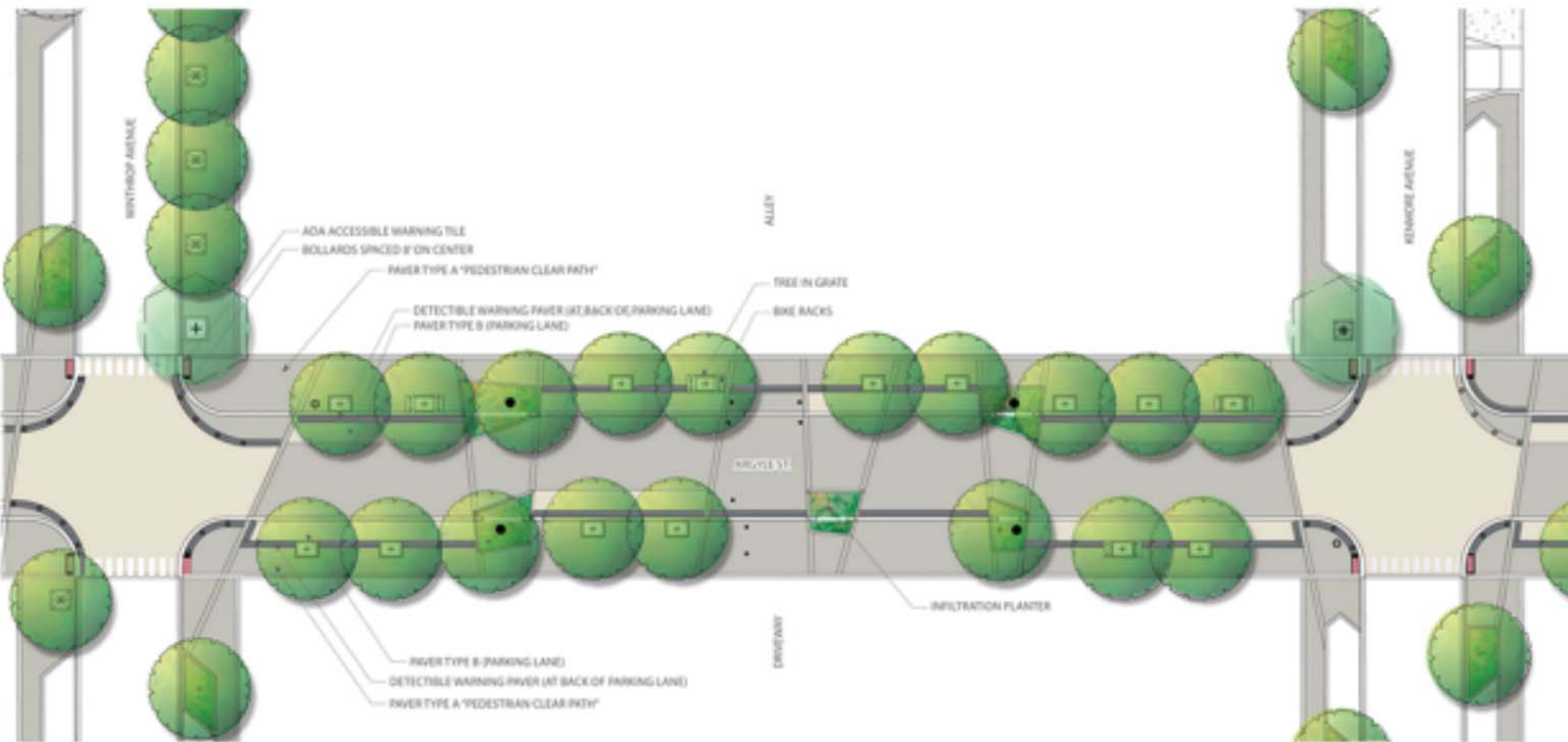


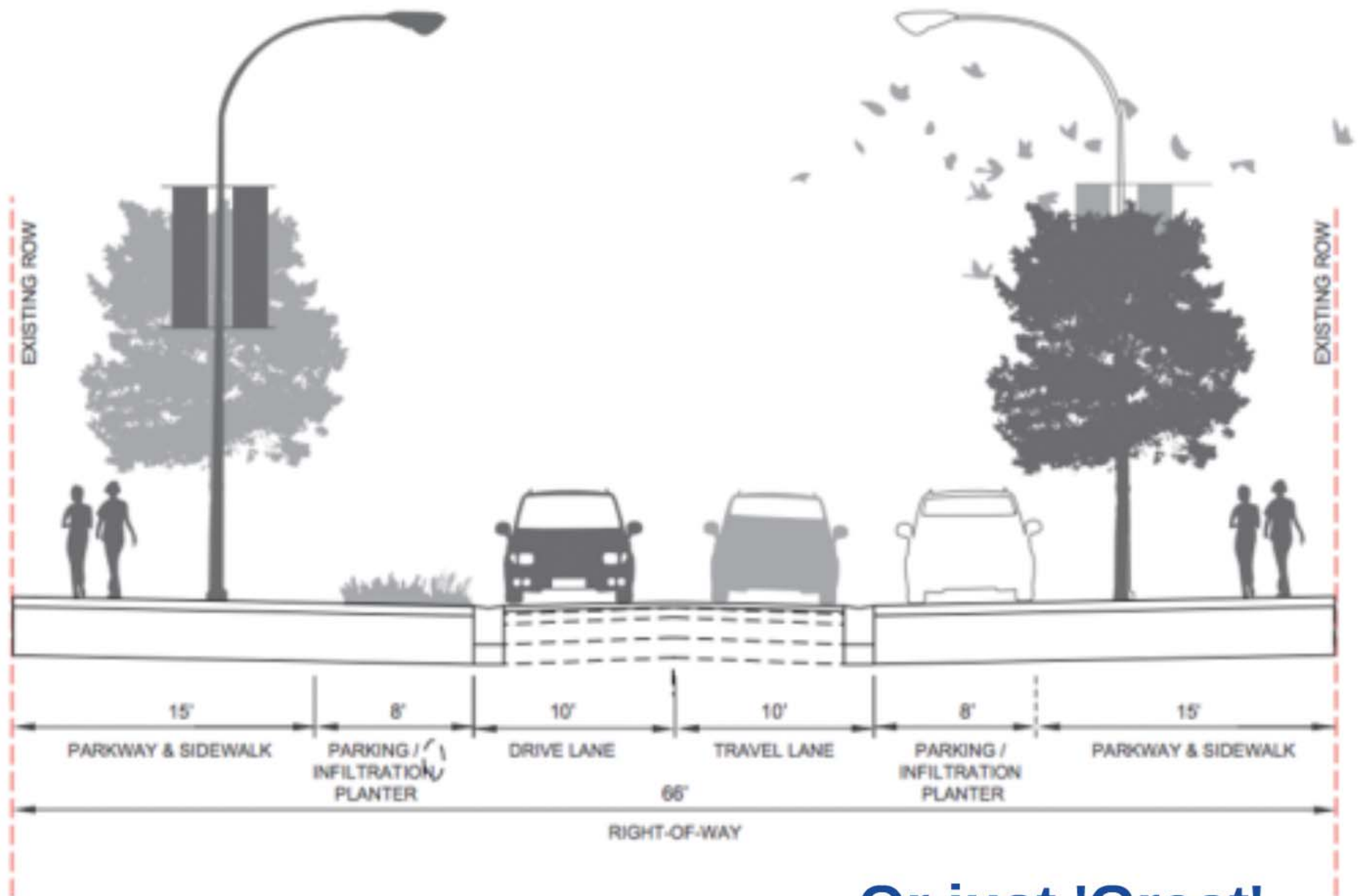
— Roll —
NICE



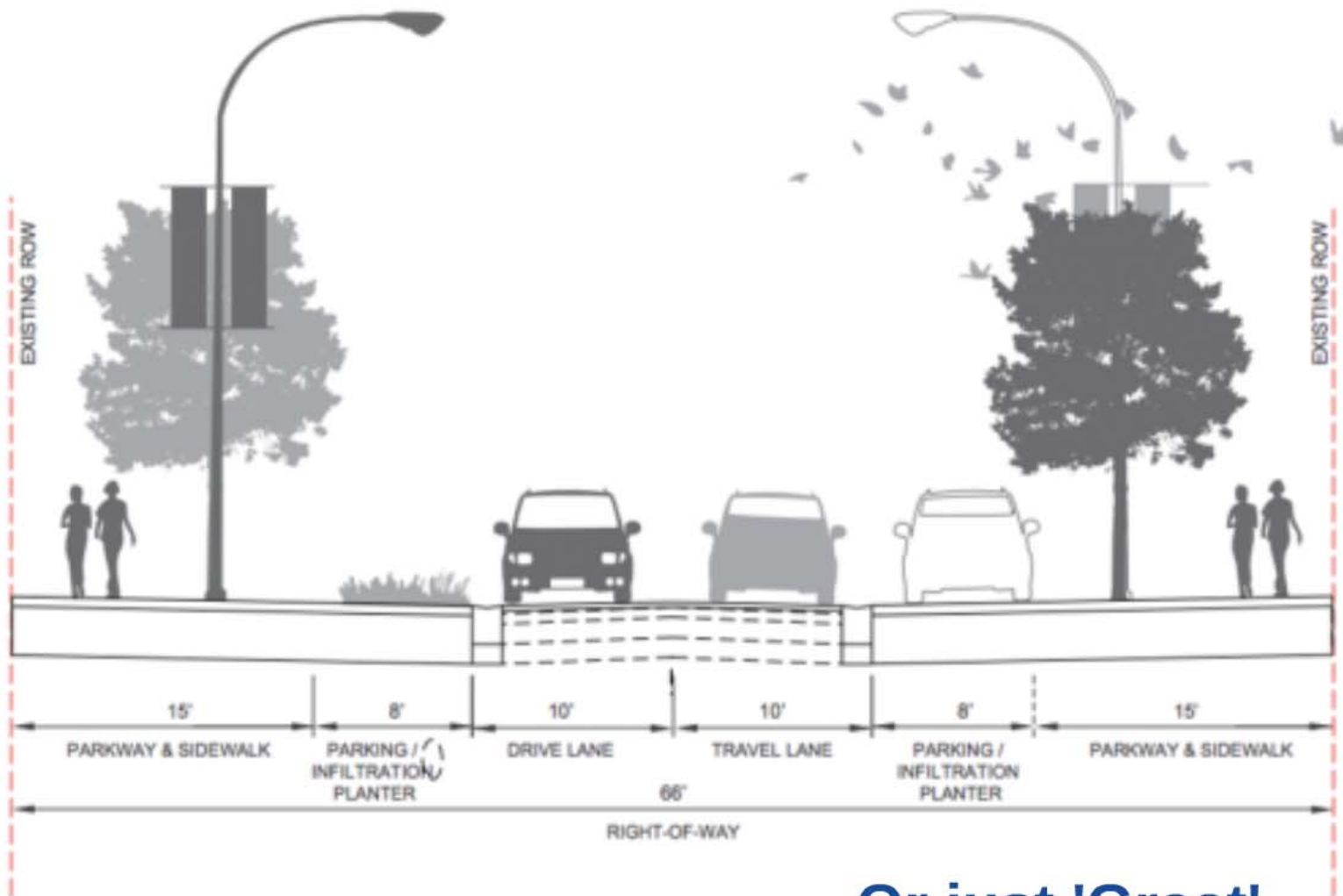


Chicago Argyle St.





**Or just 'Great'
without curbs?**

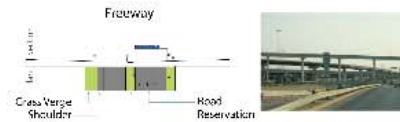


Or just 'Great' without curbs?



Downtown

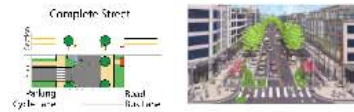
Freeway



Typical



Complete



Great

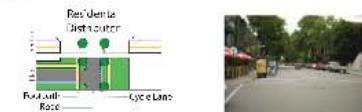


Shared

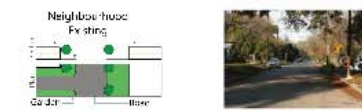


Neighborhood

Distributor



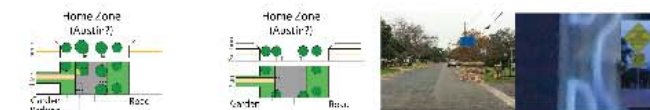
Typical



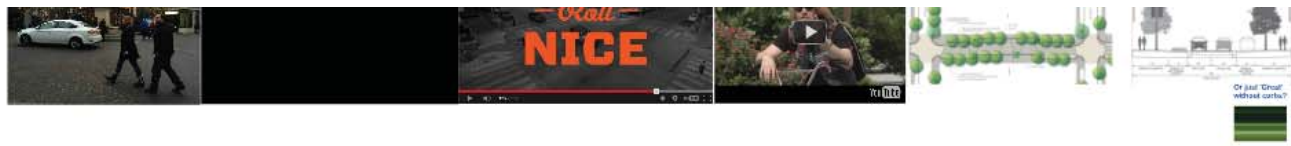
Whoonerf



Home Zone

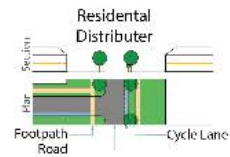


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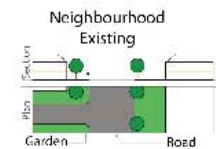


Neighborhood

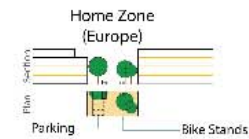
Distributor



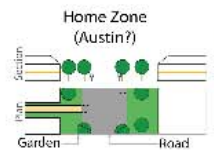
Typical



Whoonerf



Home Zone

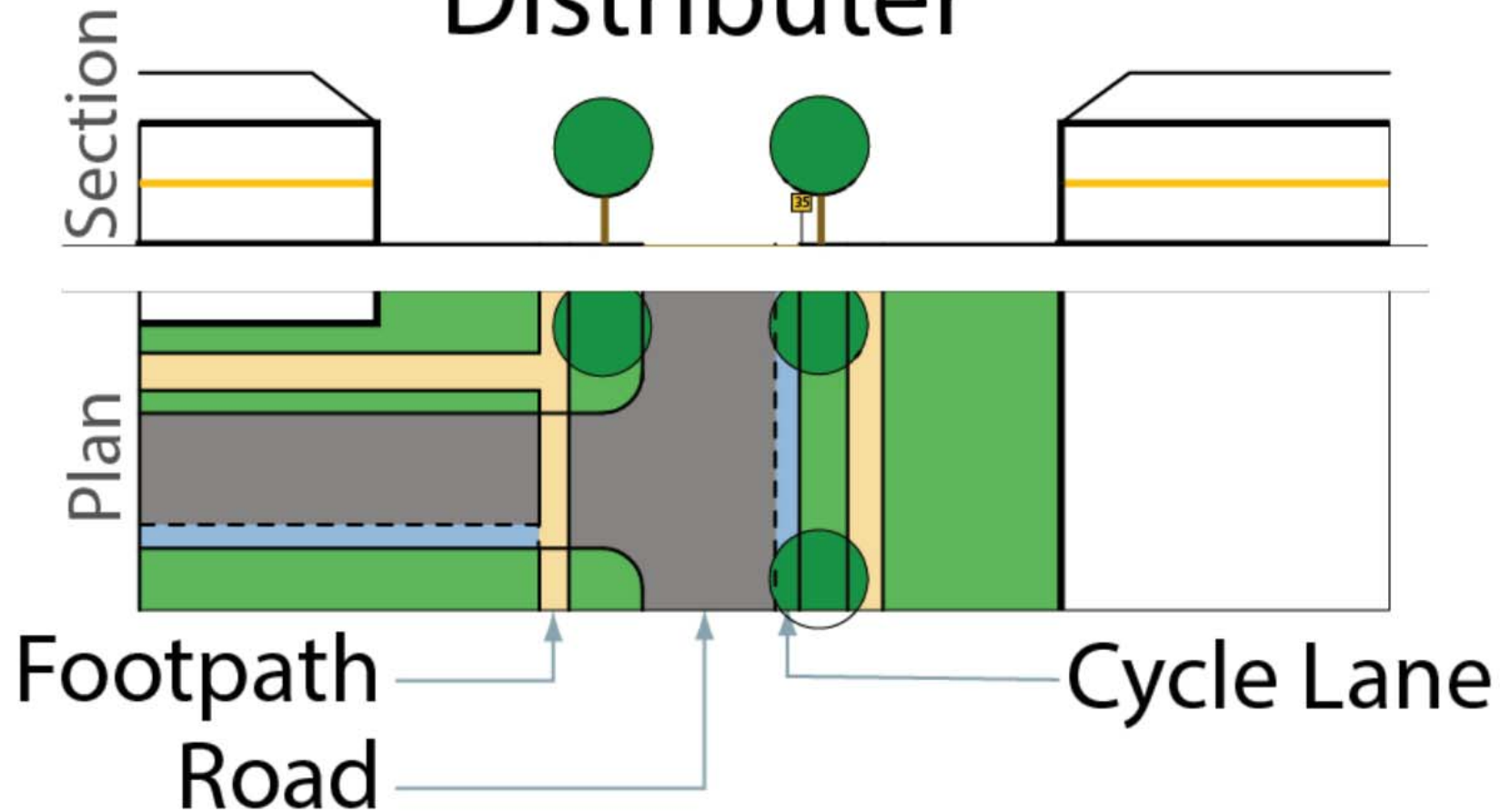


Shared Streets



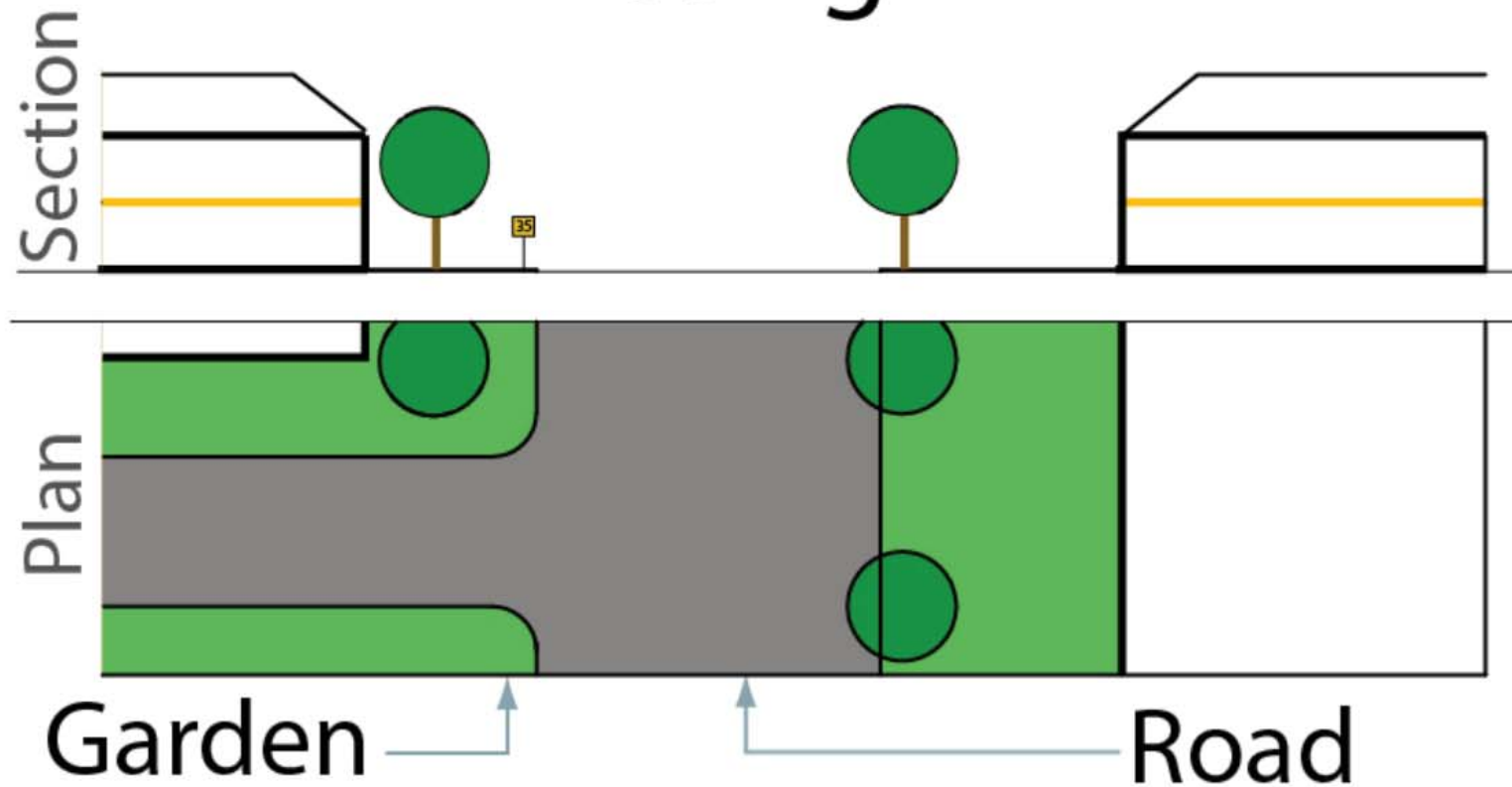
Home Zone (Austin?)

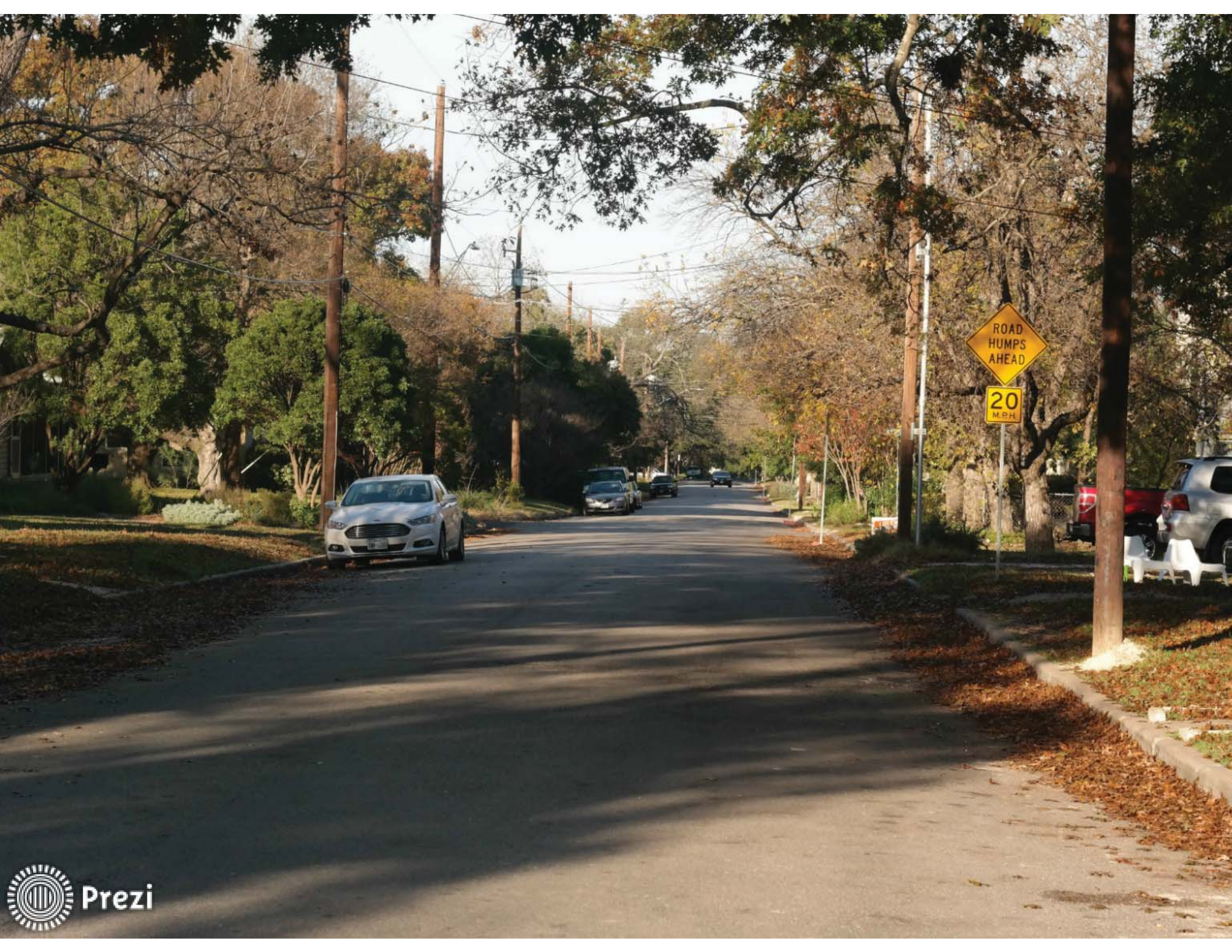
Residential Distributer



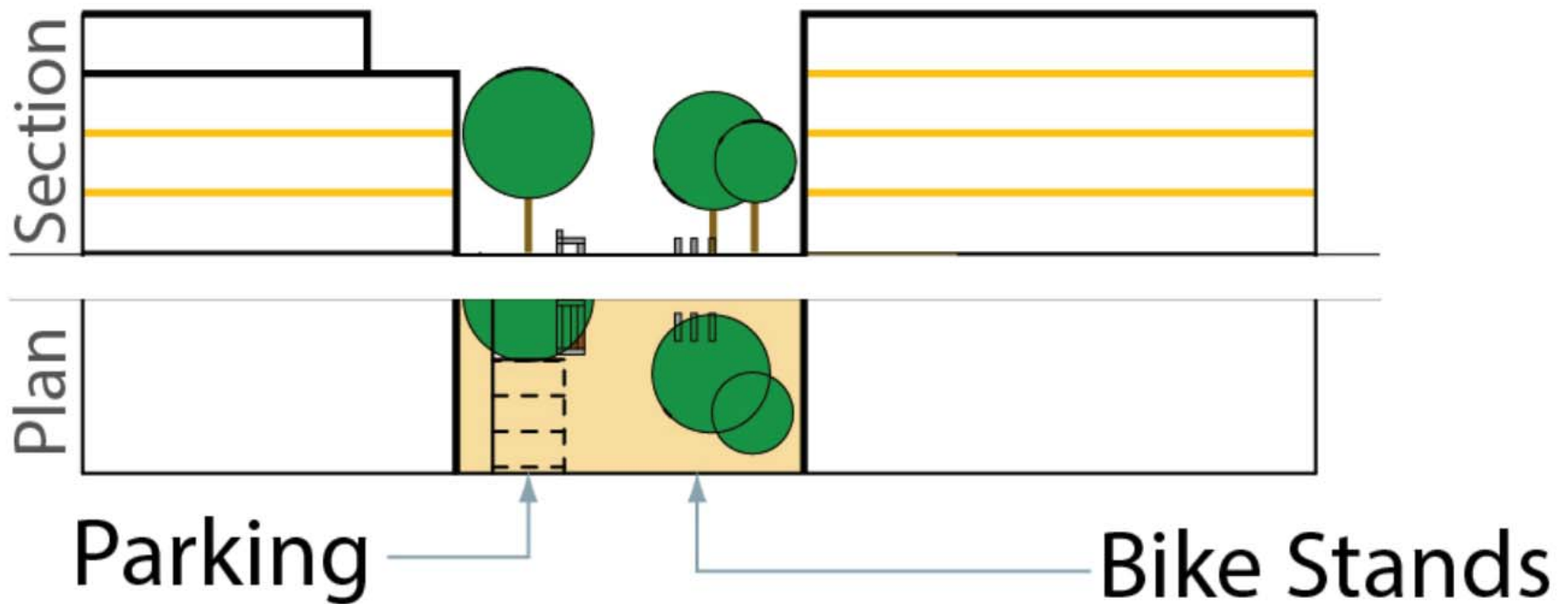


Neighbourhood Existing





Home Zone (Europe)

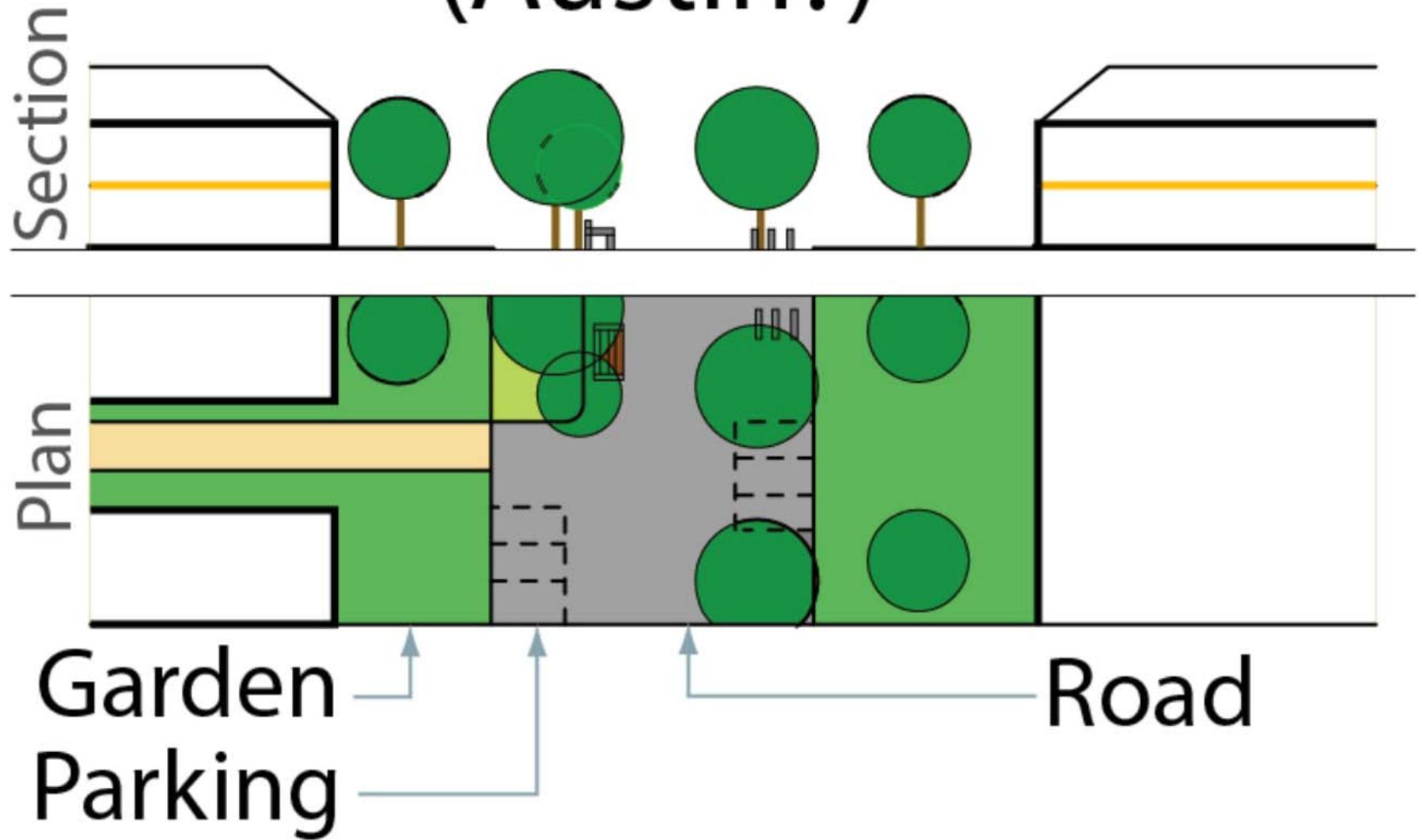




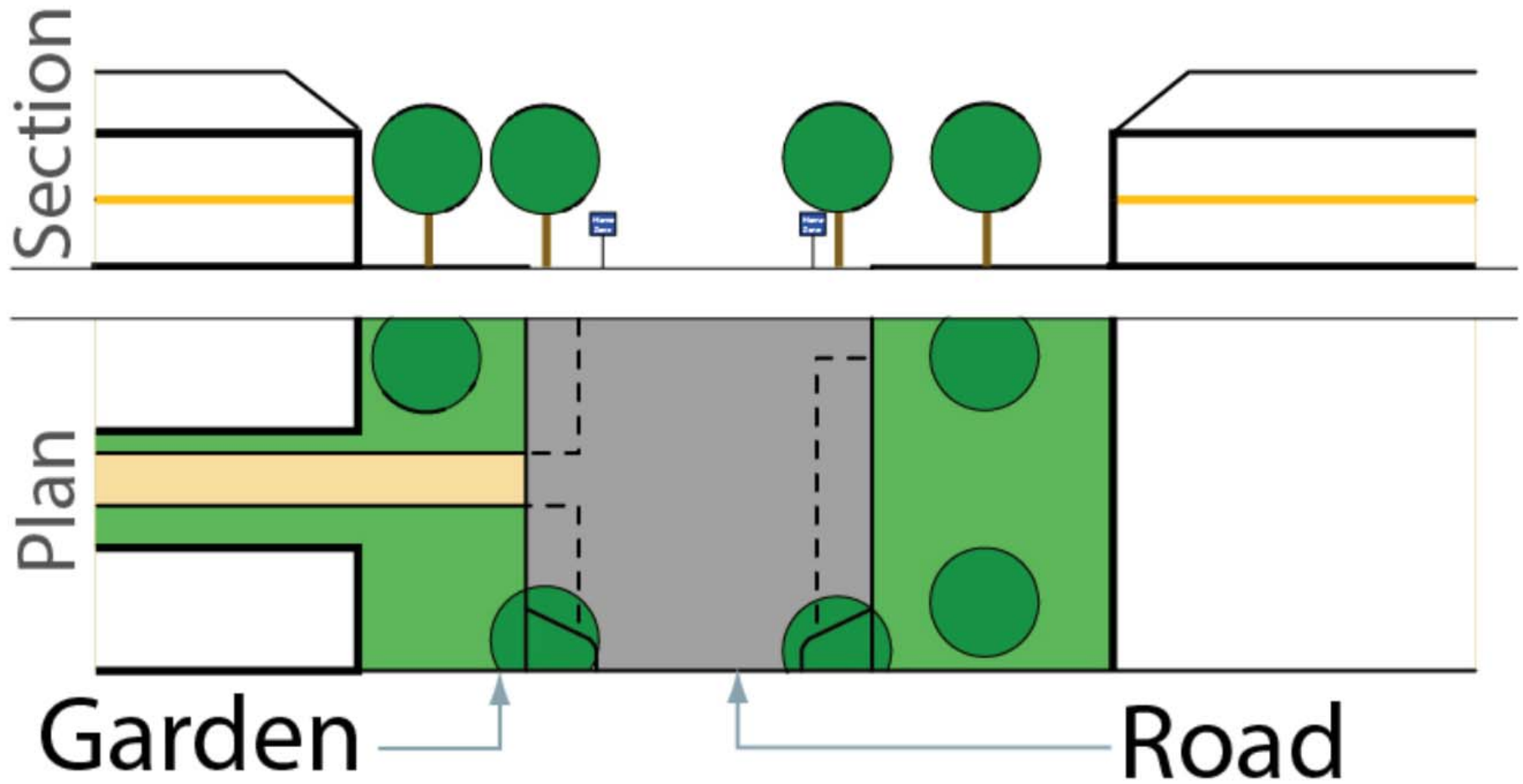


Longfellow, Santa Monica

Home Zone (Austin?)



Home Zone (Austin?)

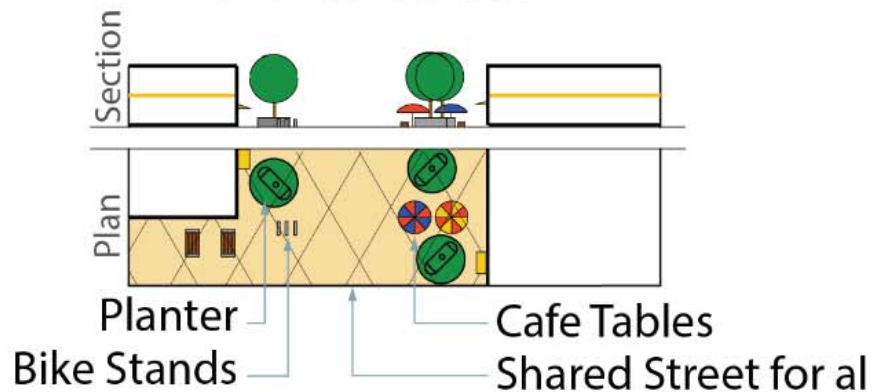






Shared Streets

Shared Street



Home Zone
(Austin?)

